Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1873

Name: Nova Scotia Rd over James Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

Maryland Inventory of Historic Properties MHT Number HA-1873
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. H 11 over James Run

Location:
Street/Road Name and Number: Nova Scotia Road over James Run

City/Town: Bush Vicinity X

County: Harford

Ownership: ___State_X_County___Municipal___Other

This bridge projects over: ___Road___Railway_X_Water___Land

Is the bridge located within a designated district:___yes_X_no

__NR listed district__NR determined eligible district
__locally designated__other
Name of District_____

Bridge Type:

__Timber Bridge
__Beam Bridge__Truss-Covered__Trestle
__Timber-and-Concrete

__Stone Arch

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf__Bascule Multiple Leaf
__Vertical Lift__Retractile__Pontoon

X Metal Girder
X Rolled Girder __Rolled Girder Concrete Encased
__Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

__Metal Cantilever

__Concrete
__Concrete Arch __Concrete Slab__Concrete Beam
__Rigid Frame
__Other Type Name_____

Description:

Describe Setting:

Bridge No. H 11 carries Nova Scotia Road north-south over James Run in Harford County, Maryland. The approach roadway has a bituminous concrete travelled way which is 16'. wide on the north approach and 15' wide on the south approach. The north approach is on a slight down grade and on a curve. The south approach is level and on a curve. The area around the bridge appears to be heavily wooded along the margins of the creek with open spaces beyond the woods to the north, and agricultural fields to the south.

Describe Superstructure and Substructure:

Bridge No. H 11, built in 1930, is a single span steel beam bridge with a concrete slab deck and full height concrete abutments. The bridge has concrete curbs and W-beam guardrail. The steel beam stringers are generally in good condition, and the beams ends are encased in concrete. The bearings, if any are not visible. There is no bituminous concrete wearing surface on top of the bridge deck.

Discuss Major Alterations:

The original abutments were stone but have been encased in concrete. The deck surface is patched with bituminous concrete at both approaches, at the joints, and a single bituminous patch near the center of the span on the west side. The abutments and wingwalls appear to be original. However, numerous patches are visible in photographs of the southeast, southwest, and northeast top corner abutments and wingwalls. The concrete curbs appear to have been replaced along both sides of the bridge. The outside steel stringers are smaller than the others. It is unknown whether this is an original attribute of the bridge or a modification which occurred at a later date.

The steel beams of this is bridge are rated for a live load capacity of 16,000 PSI. This corresponds with the AASHTO standards for the use of bridge steel between the years 1905 and 1936.

History:
When Built: 1930
Why Built: Local transportation needs
Who Built: Unknown
Why Altered: Unknown

Was this bridge built as part of an organized bridge building campaign: Yes

Surveyor Analysis:
This bridge may have NR significance for association with:
__A Events __Person
__C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

It is unlikely that this bridge was constructed in response to significant events in local history, however an earlier bridge or ford may have been constructed for those reasons. Historic maps indicate that there were several structures in the vicinity of the crossing by 1878. At least one of the structures appears to be a grist and saw mill, and another appears to be a school.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

The construction and alteration probably didn't have a significant impact upon the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

This bridge is located very close to the Harford Iron Furnace Historic District. Neither this bridge nor its predecessor appears to have any functional relationship to the furnace complex, and does not add to the character of the Harford Iron Furnace Historic District.

Is the bridge a significant example of its type?

This bridge is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

The primary character defining elements of this bridge do not appear to have integrity. Major repairs to the southeast, southwest, and northeast top corners of the abutments and wingwalls, and the replacement of the concrete curbs and guardrails, have occurred. The only primary character defining element which appears to retain complete integrity are the steel beams.

Should this bridge be given further study before significance analysis is made and Why?

Further study of this bridge should not be completed before analysis of its significance is made. Photographs of this bridge indicate a major episodes of repair to the abutments,

wingwalls and concrete curbs, and the replacement of the guardrails. This bridge retains integrity of only one of its primary character defining elements, and would not be considered eligible for inclusion on the National Register of Historic Places.

Bibliography:

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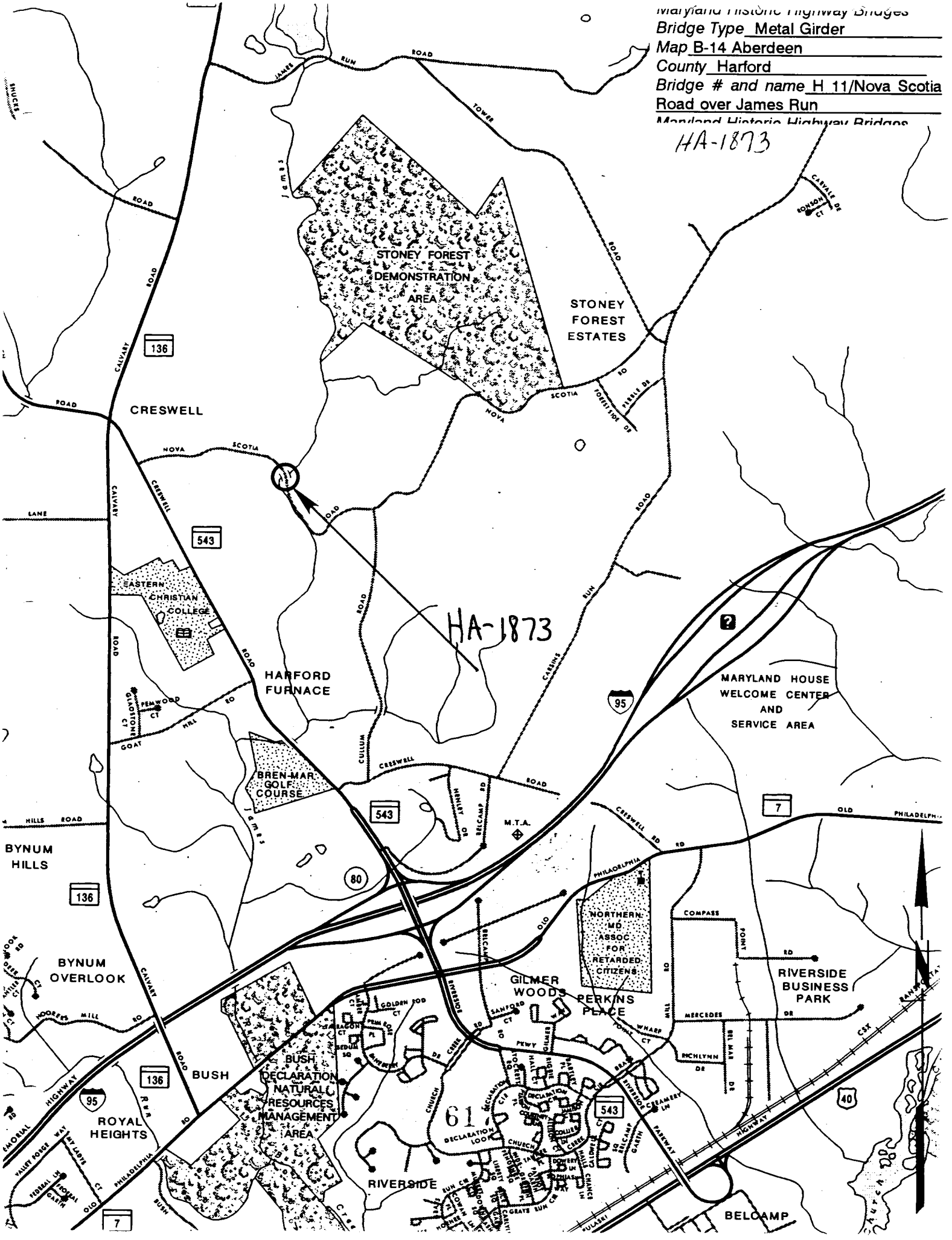
1967 Our Harford Heritage: A History of Harford County, Maryland.

Surveyor:
Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-14 Aberdeen
County Harford
Bridge # and name H 11/Nova Scotia Road over James Run
Maryland Historic Highway Bridges

HA-1873



HA-1873

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE NO. H11 OVER JAMES RUN

- VIEW LOOKING NORTH ON NOVIA SCOTIA RD

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HA-1873
HARFORD COUNTY, MD
JOHN TARQUINIO
26 JAN 1995
~~MARYLAND SHPO~~ SHA
- BRIDGE NO. H11 OVER JAMES RUN
- VIEW LOOKING SOUTH ON NOVIA SCOTIA RD

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HA-1873

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE NO. H11 OVER JAMES RUN
- VIEW LOOKING EAST

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HA-1873

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE NO. H11 OVER JAMES RUN
- VIEW LOOKING WEST

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